

## NATURE AND PURPOSE OF THE ARMING OF SMALL CRAFT IN WHAMPOA

### Background

Since 1950 the Chinese Communists have engaged in a large program of construction, conversion, outfitting and repair of power-driven junks designed for amphibious operations. These junks are wooden vessels with metal sheathing protecting the bows of 25 to 30 DWT (deadweight tons), ranging from 40 to 50 feet in length and powered by one or two engines ranging in capacity from 25 to 50 horsepower, and a few vessels of 75 DWT.

On the basis of building capacity, comparison with Japanese production data, and on reported deliveries, it is estimated that each of eleven major shipbuilding centers\* is producing in 1952-3 a monthly average of 14 motorized junks of 30 DWT and 3 large landing barges of 75 DWT or annual total of approximately 2240 wooden vessels per year, representing 85,100 DWT. 1/

### Whampoa Area

During the first three weeks of October 1951 the technical personnel at the Whampoa Dockyard was increased by 200 persons. The dock workers, working two eight-hour shifts, were constructing 50-ton wooden junks, with bows protected by one centimeter thick armor plating. 2/ On November 1, 1951, 80 vessels were completed and awaiting painting. 3/ The shipyard employs 20 Soviet technicians and 800 workers. 4/

On the 10th of January 1952 T'ian Yen-ming, chief of the technical department of the Central and South China Naval Headquarters, arrived in Canton to inspect the Whampoa Dockyard. He was accompanied by a Soviet advisor. A detailed inspection tour of the dock area was made. T'ian was quite critical of working operations, organization, and waste of materials. It was believed by the senior dock officials present that T'ian would submit a plan for the expansion of the dockyard upon his return to headquarters. 5/

### Similar Activities in Nearby Ports

An October 1951 report states that 300 motorized junks were in the process of construction in the following dockyards: Canton, Whampoa, Lingnan, Shat'ou (114-14, 22-32), Peihai (109-05, 21-24), and Yangchiang (111-53, 21-52). These junks were expected to be completed by the end of 1951. 6/

The Whampoa Naval Operations Headquarters has established a shipyard at Aot'ou (114-32, 22-43), where wooden junks were being constructed and where naval ships and junks of the east Kwangtung area are being repaired. The yard employs 450 workmen, recruited in the spring of 1951 by the Island Administrative Bureau. 7/

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\*The eleven centers are: Shanghai, Tsingtao, Amoy, Taku, Canton, Tanuku, Foochow, Whampoa, Hankow, Swatow, and Yulin on Hainan Island.

In May 1951 it is reported the maritime management of the military area of Central South China established a naval dockyard at Yulin, Hainan, for the construction of motorized junks. Since its establishment, the yard has concentrated on the construction of small landing craft. The yard is operated under Russian technical management. Five motor junks were under construction in October 1951. 8/

On November 1951 a shipyard was established at Hsiying (110-24, 21-11). 248 Chinese and Indochinese technicians were employed constructing motorized junks. The report states that by December 3, 1951, the yard had completed 12 armored junks and 10 motor junks. 2/

#### Use and Dispositions

Large numbers of motorized junks equipped with steel-plated bows are used to patrol the Whampoa harbor and the river between Whampoa and Canton. These vessels armed with machine guns are manned by Chinese soldiers. 10/

All the gunboats stationed at Shengho and Humen (113-41, 22-49) were reported to have sailed during the month of October 1951 to T'aishan (112-48, 22-15) and Yangcheng to transport supplies to the Democratic Republic of Vietnam. 11/

On December 15, 1951, the Central and South China Navy is reported to have sent 30 motor junks to Ch'iungchow Bay (110-21, 20-02) to form the First Navy Guerrilla Corps, including 210 Indo-chinese sailors and 100 Chinese sailors. The corps was reported to be forming for the purpose of raiding the Indochina coast. 12/

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